

IN GRATITUDE TO CHRISTIAN
SHREWSBURY

HON. RODNEY ALEXANDER

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2010

Mr. ALEXANDER. Madam Speaker, I rise today in recognition of a brave young boy in my district, Christian Shrewsbury.

At just one year old, Christian is battling Spinal Muscular Atrophy II, a motor neuron disease, which affects the voluntary muscles that are used for activities such as crawling, walking, head and neck control and swallowing. It is a relatively common "rare disorder": approximately one in 6,000 babies born are affected, and about one in 40 people are genetic carriers.

Though there is currently no cure or treatment for SMA, I am profoundly inspired by the courage exhibited by Christian and his family each day.

On behalf of the U.S. House of Representatives, I extend our sincerest gratitude to Christian, for his spirit and the encouragement he provides to other young children and for the joy he brings to all around him.

PROVIDING FOR CONCURRENCE
WITH AMENDMENTS IN SENATE
AMENDMENT TO H.R. 3619, COAST
GUARD AUTHORIZATION ACT OF
2010

SPEECH OF

HON. ELIJAH E. CUMMINGS

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, September 28, 2010

Mr. CUMMINGS. Mr. Speaker, as Chairman of the Subcommittee on Coast Guard and Maritime Transportation, I rise today in strong support of H. Res. 1665, which provides for concurrence by the House in the Senate Amendments to H.R. 3619, with amendments.

The Coast Guard reauthorization before us is the product of four years of work. I commend Chairman OBERSTAR for his leadership and Ranking Members MICA and LOBIONDO on the Transportation Committee for working so closely with us.

I also thank Chairman BENNIE THOMPSON and Ranking Member KING of the Homeland Security Committee—and I thank all of our Senate counterparts for their commitment to completing this authorization.

I have often described the Coast Guard as our "thin blue line" at sea. That line has rarely been stretched as thin as it was this past year as the service responded to the Gulf oil spill and the earthquake in Haiti while carrying out its other daily missions.

H.R. 3619 authorizes \$10.2 billion in fiscal year 2011 for the Coast Guard and increases the authorized end-strength for military personnel by 1,500 members to 47,000 total personnel.

This is a small down-payment on what we owe our Coast Guardsmen and women—and it is long overdue.

This legislation also includes a number of finely tuned provisions strengthening the Coast Guard's implementation and management of its many missions.

Title IV of this legislation, which includes provisions I authored and that previously passed the House as H.R. 1665, will modernize the Coast Guard's management of its billion dollar annual acquisition program by imposing requirements that complement reforms the Coast Guard has already enacted and ensure full accountability for taxpayer funds.

Specifically, Title IV will require the appointment of a chief acquisition officer who can be a senior military officer or member of the senior executive service but who must be a trained acquisition professional with the highest available acquisition certification.

It will also eliminate the use of private sector lead systems integrators and require the Coast Guard to develop independent life-cycle cost estimates for its largest procurements.

Further, Title IV requires the Coast Guard to complete a thorough mission needs analysis and a preliminary affordability assessment before initiating a large acquisition; it requires the Coast Guard to consider trade-offs among cost, schedule, and performance when establishing operational requirements; and it requires thorough testing of new assets.

Finally, this legislation applies strict cost and schedule breach standards to Coast Guard acquisitions so that Congress will be alerted when cost overruns or schedule delays occur.

H.R. 3619 will also reorganize the service's senior leadership, strengthen its marine safety program, establish safety equipment and construction standards for certain fishing vessels, and strengthen the service's homeland security missions.

I am disappointed that a number of provisions in the House-passed legislation were dropped in the final bill, including provisions I authored that would have created a student loan program for maritime workers and provisions strengthening diversity at the Coast Guard Academy.

I will continue to work on these critical issues, including working to move legislation that I believe addresses significant current challenges.

That said, H.R. 3619 is an urgently needed authorization for the Coast Guard and I urge its passage in the House today.

Finally, I also join Chairman OBERSTAR in commending the outstanding service of the Staff Director of the Subcommittee on Coast Guard and Maritime Transportation, John Cullather.

John is one of the true professionals on the Hill—and he will be sorely missed.

His knowledge of maritime issues and of the history and missions of the Coast Guard is truly unparalleled—as is his knowledge of House procedures and his passion of service to those who work, travel, and recreate on our nation's waterways.

John is also an exceptional man—a profoundly generous and caring individual who has the respect of every single person on the Transportation Committee and of everyone throughout our maritime industry.

I wish John the very best as he begins his new adventures.

TRIBUTE TO HAROLD GILDEA

HON. TOM LATHAM

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, September 29, 2010

Mr. LATHAM. Madam Speaker, I rise to recognize Harold Gildea, a World War II Army veteran from Boone, Iowa, and to express my appreciation for his dedication and commitment to his country.

The Boone News Republican is currently running a series of articles that honors our Boone County veteran every Tuesday from Memorial Day to Veterans Day. Harold Gildea was recognized on Tuesday, September 28. Below is the article in its entirety:

BOONE COUNTY VETERANS: HAROLD GILDEA

(By: Greg Eckstrom)

Harold Gildea, a Luther native and World War II veteran, has had a varied military experience.

During his time in the service, he's escorted General George S. Patton, had a chance meeting with a prisoner of war overseas from Boxholm, saw the end of World War II and helped guard a boat full of beer.

Typical? Not really, but what was in World War II?

Gildea was born in Luther, a town his family had lived in for 150 years. After graduating from Luther High School, he signed up for the draft on Feb. 16, 1942 and was drafted after graduation. By September of 1942, he was processed at Camp Dodge and sent to Missouri to become a Military Policeman with the 211th Military Police in the Army.

"I don't know how come, but I was chosen to be in this military police company in Fort Leonard Wood, Mo.," he said . . . a decision that he considered lucky, "in a way."

After training, Gildea was met with an assignment that was far from normal. He was sent to California at the end of May to help accompany Gen. Patton across the Mojave Desert. While the assignment was an honor, it was hot, to say the least.

"He'd run these tanks through an intersection, and our men would be there to direct him," Gildea said. "You could only stand out in the intersection about 30 minutes and your feet would start to scald. We'd have to have men in there to keep changing. Those tanks, the dust would be 8 to 10 inches deep, and that hot sun's over 120 degrees."

From California, he was sent to southern New Guinea to relieve MP's in the area. The fourth morning he was there, Gildea was at breakfast when he spotted a soldier that looked familiar.

"I don't know why I put it like I did, but I said, 'Would you know any of the McFarlands from Madrid?'" Gildea said. "He just sat there and stared at me. He said, 'I am one.'"

The chance encounter overseas with a fellow Boone County native was interesting—almost as interesting as Gildea's next assignment. He had been in southern New Guinea for only two weeks when he was put on guard duty . . . keeping watch over interesting cargo.

"We'd been there probably about two weeks and some ships come in, and they assigned us to guard this one ship," he said. "When we got down there it was loaded with beer. A whole ship loaded with beer. Well, [Gen. Douglas] McArthur wouldn't let them have it, so they assigned us as duty to guard that beer to make sure it stayed there."